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## RAILROADS HANDLE HARVEST TRANSPORT

MEASURES TAKEN TO IMPROVE GRAIN HAULING -- Gudok, No 110, 14 Sep 49

The following measures have been taken to eliminate the shortcomings uncovered in the present harvest-hauling program:

**Volga Railroad Along:** Special lips have been attached to transporters in the station of Bobyl'skaya of the Kazan' Syetex. Tarpaulins are placed under all cars being loaded. In the station of Klyuch, 100-ton scales have been inspected and put into operation.

The North Donets Railroad System has taken steps to remove all grain lying in piles in the stations.

The Stalingrad Railroad System has taken steps to improve the repair of closed freight cars.

To eliminate all delays of grain trains on the Kovel' System, a dispatching control has been put on the handling of these trains and they are given special preference on the schedule.

A second inspection of operations on the the Tomsk Railroad System has shown that in addition to the Barnaul Car Repair Plant and the Barnaul Freight Car Depot, many other car depots of the system, including the Novosibirsk and Inskoye depots, are dispatching improperly repaired freight cars. Control over the repair of all closed freight cars has been set up.

Gudok, No 111, 16 Sep 49

On the Southeastern System, 3,889 carloads of grain discovered lying in the open have been shipped or stored in warehouses. At present only 114 carloads of oats are lying in the open, and shipment of this grain is held up because the loading point has not received orders from the Tambov "Zagotzerno" Office.

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Measures have been taken by the Southwestern System to prevent any incorrect weighing of grain in the future. Instruction for all scales workers in stations has been organized. Stations are now being supplied with tarpaulins.

On the Gor'kiy System, all loading and unloading points have been furnished with scales workers, special schedules for high-speed handling of grain trains have been worked out for all unloading points, and average progressive norms have been established for unloading trains.

Shortcomings discovered in grain hauling operations on the Omsk and L'vov systems are being eliminated.

The Yaroslavl' System has taken measures to accelerate grain unloading in the Rybinsk and Kineshma stations.

Gudok, No 105, 2 Sep 49

In Vradiyevka Station, grain is being loaded into freight cars by a new system. A car is loaded by three transporters from two sides simultaneously. From one side two transporters load through a hatch and the grain shield, while from the other side the grain is loaded directly from trucks through a funnel. This method has cut loading time in half. It now takes 15 - 20 minutes to load a four-axle freight car.

Tikhookeanskaya Zvezda, No 180, 2 Aug 49

Railroad car workers of the Far Eastern Railroad System are successfully meeting their plans for preparing cars for use in transporting the harvest. Railroad car sections and depots repaired nearly 60 boxcars above plan by 31 July. The 7-month plan for repair of rolling stock was completed ahead of schedule. Khabarovsk II Station and Obluch'ye Station have completed repairs on all cars designated to haul the grain harvest.

YEREVAN GRAIN CAR TURNOVER LACS -- Kommunist, No 190, 13 Aug 49

Because of the large number of trains arriving in Yerevan with grain, the Yerevan Station and the Yerevan Grain-Milling Combine have not been able to insure continuous unloading of grain. The operations department of the Yerevan division fails to notify the milling combine of the arrival of grain trains, with the result that the combine is not prepared to handle them. The Yerevan station has not organized the handling of trains, often assigning operations to inexperienced shunting-yard workers. The milling combine holds empty freight cars, thus holding up the arrival of loaded cars, and the station makes little effort to remove the cars from the combine's tracks. Minor freight car repair in the station is poorly organized, and there is a lack of roofing iron and lumber.

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ODESSA SYSTEM SCRAMBLES GRAIN HAULING -- Gudok, No 108, 9 Sep 49

Grain routing operations on the Odessa Railroad System are disorganized. The interblast plan for transporting grain is so faulty that the same crops are sent in opposite directions along the same lines. Thousands of tons of oats, barley, and rice are sent from the Zvenigorodka, Uman', Khristinovka, and other stations of the Shevchenko section to the stations of Migayevo, Ivanovka, Kolosovka, Razdel'naya, and Yermeyevka. According to the plan for transporting grain from Kiev Oblast to Odessa Oblast, the grain is routed through on the Pomoshnaya-Voznesensk section or the Pomoshnaya-Kotovsk section. The plan for transporting grain in Nikolayev Oblast provides that the stations of Trkratnoye, Kaviny, and Lyudmilovka send barley, oats, and rice to Nikolayev through Pomoshnaya.

Many stations in Kirovograd Oblast, such as Kapustino, Novo-Mirgorod, Znamenka, and Shestakovka, send grain beyond the limits of the system through the exit points of the Station imeni Shevchenko, and the Kremenchug and Pyatikhatki stations. The same types of grain are sent through the same points from Kiev Oblast to Odessa Oblast. One wonders why the grain from Kiev Oblast cannot be sent north and the grain from Kirovograd Oblast sent to Odessa Oblast.

No long ago many grain-procurement points in the stations of the Khristinovka-Vapnyarka section received orders to send 3,000 tons of barley to the Migayevo, Ivanovka, and other stations in Odessa Oblast. The freight traversed the entire system, including the Pomoshnaya section. At the same time almost exactly the same amount of barley was loaded in stations of the Voznesensk-Pomoshnaya section for shipment to Nikolayev Oblast.

Blame for this disorder falls primarily on Safarov, head of the Administration of "Zagotzerno" of the South.

GRAIN UNLOADING SLOW ON GOR'KIY SYSTEM -- Gudok, No 113, 21 Sep 49

In many places on the Gor'kiy Railroad System, grain-procurement organizations have prepared themselves poorly to receive grain, with the result that hundreds of cars are being held up. On the Gor'kiy division every day 320 - 350 loaded cars stand awaiting unloading. The consignees explain the failure to unload the cars by a lack of storage space. Also, many storehouses have not been prepared to receive the grain. The Vladimir Oblast office of "Zagotzerno" has readied not one railside storehouse to receive grain. In the station of Chulkovo part of the grain has to be piled in the open and the rest readdressed to the Yaroslavl' Railroad System. Piles of grain have appeared also in Vyazniki, Novki, Vladimir, and other points in the northern regions, where the rainy season is already beginning.

SUGAR BEET HAULING EFFICIENCY URGED -- Gudok, No 110, 14 Sep 49

A majority of the sugar beets hauled to the Vinnitsa Sugar Beet Trust will be transported in constantly coupled round-trip trains. However, these trains have as yet not been made up. In 1948 each flatcar was loaded an average of 6 tons below its capacity. To avoid similar losses this year, it will be necessary to equip all flatcars with special side boards in order to load them to capacity. The side boards will permit the Kazatin and Zhmerinka divisions to reduce the number of cars required by 4,700, with a resultant saving of 159,000 rubles. In addition, the state will save freight charges of 577,000 rubles.

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